

ROUTE 460 LOCATION STUDY

RIGHT OF WAY COST

TECHNICAL REPORT



May 2005

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1.0 ASSUMPTIONS, METHODS, AND DATA SOURCES

1.1 METHODS

This Right of Way Cost Technical Report has been prepared to meet the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (US CODE, 1970). Procedures used to produce the data contained in this report meet the guidelines of the Virginia Department of Transportation (VDOT) *Manual of Instructions, Right of Way Division*, Volumes I and II (VDOT, 1999). The purpose is to estimate the total cost of right of way acquisition as well as the number of households, businesses, non-profit organizations, and farms displaced by the alternatives studied. Furthermore, this study reviews the availability of decent, safe, and sanitary replacement facilities to accommodate displaced residents, businesses, and non-profit organizations.

At the direction of VDOT, all surveys used aerial photography and field inspections made from the public right of way. As this is a corridor level study with three proposed build alternatives, the project staff did not contact local citizens to determine such factors as population per household, minority status, owner/renter status, or income. Nor did staff contact individual businesses or non-profit organizations to determine the number of employees, members, minority status, or owner/renter status. Project staff performed field inspections of each alternative to identify new developments and confirm the assumed costs of land, buildings, and improvements.

Each of the six jurisdictions in the study area (Isle of Wight, Prince George, Southampton, Surry, and Sussex Counties; and the City of Suffolk) provided 2003 tax parcel mapping and real estate tax records. Tax parcel boundaries were digitized (as necessary) and visually superimposed on the aerial photography using Geographic Information Systems (GIS). Due to the preliminary nature of the work, no field survey work was completed to verify parcel boundaries in the parcel maps used in the GIS. The estimates provided in this analysis are based on areas determined from this superimposed map. The footprints of the Planning Corridor and Design Corridor requirements of the three Candidate Build Alternatives (CBAs) were secured from the engineering analysis. These footprints determined the areas that would either be taken or directly affected by each CBA and were quantified in GIS. Project team members, including right of way staff from VDOT's Hampton Roads and Richmond Districts, suggested and reviewed assumptions applied in this analysis.

1.2 ASSUMPTIONS

1.2.1 Right of Way Assumptions

1.2.1.1 Candidate Build Alternative Footprints

Right of way and relocation expenses were determined based on an assumed footprint of each CBA. The alternatives are described in detail in the Route 460 Location Study Alternatives Development Technical Report and in summary in the Alternatives Development chapter of the Draft Environmental Impact Statement (DEIS Chapter 2). For the CBAs, impact areas were determined based on two corridor widths:

- 500-foot wide "Planning Corridor" and
- Narrower "Design Corridor", estimated from the typical roadway section and proposed construction limits.

The Design Corridor is 230 feet wide for CBAs 1, 3, and the sections of CBA 2 on new location. For sections of CBA 2 along the existing Route 460 alignment, the proposed Design Corridor is 140 feet wide. Both corridor widths increase at proposed interchanges (CBAs 1, 2, and 3) and at-grade intersections (CBA 2) to provide necessary access to cross streets and highways.

1.2.2 Cost Assumptions

1.2.2.1 Land Cost and Improvement Cost Assumptions

The counties of Isle of Wight, Prince George, Southampton, Surry, and Sussex and the City of Suffolk's 2003 real estate assessments provided values for land and improvements. For a few parcels, the real estate assessment data included no values; therefore, project staff estimated a value for land and/or improvements based on adjacent and similar properties. Land and improvements located within the alternatives' footprint dimensions were considered necessary for right of way acquisition. Project engineers reviewed potential access points and determined if property access would be maintained, relocated, or cut off by each CBA. Based on preliminary engineering review, in most cases it will be feasible to maintain or relocate access to minimize displacements due to a loss of access. Nevertheless, if access to a parcel is removed and cannot be restored, it was also considered a right of way acquisition. Right of way acquisitions include total and partial property takes and are defined for this study as follows:

- A total take occurs when the primary improvement (house, business, non-profit, or farm) is within the ROW or access to the parcel is removed and cannot be restored. The owner is compensated for the fair market value of the entire parcel and provided relocation assistance.
- A partial take occurs when a portion of a parcel is acquired and that portion does not include a primary improvement. The owner is compensated for the fair market value of the portion of their parcel and minor improvements that will be acquired. Some partial takes result in uneconomic remnants of the remaining parcel. Uneconomic remnants occur when "the remainder is so small or irregular that it usually has little or no economic value to the owner" (VDOT, 1999). In this case, the owner is compensated for the fair market value of their entire parcel and may be provided relocation assistance. Due to the preliminary nature of the location of the alignments, uneconomic remnants were not determined in this analysis. Uneconomic remnants will be identified and compensated for during final design and ROW acquisition.

In the Commonwealth of Virginia, real estate assessments are required to be at 100 percent of fair market value. Yet, since jurisdictions update assessments on varying schedules and many other factors can affect the local real estate market, a variance between the assessed value and the actual sale prices often exists. To compensate for this variance, project staff added 25 percent to the value of assessed land and improvements to estimate a fair market value.

Staff applied additional costs to the fair market value estimates to account for incidental costs, additional studies and remediation, and a condemnation increment. These costs are as follows:

- Administrative Expenses: \$6,000 was added to the cost of each parcel to cover administrative expenses (fee appraisal, title examinations, negotiations, relocation computation, and closing costs).
- Hazardous Properties: For parcels suspected of containing hazardous materials or other significant environmental constraints, staff added 15 percent of the assessed value to estimate the additional costs associated with such properties. Hazardous properties were identified based on preliminary hazardous properties data provided in GIS.
- Damages: 25 percent of the fair market value was added to some parcels to account for an assessment of damage on partial property takes. This includes damage to urban parcels and damages to non-urban parcels with minor improvements (i.e. outbuildings or parking). All partial property takes located within incorporated towns, the City of Suffolk, and along existing Route 460 were considered urban parcels.
- Condemnation Increment: 25 percent of the fair market value estimate of the taking was added to all parcels as a condemnation cost estimate.

1.2.2.2 Relocation Cost Assumptions

Relocation costs have been determined in accordance with VDOT *Manual of Instructions, Right of Way Division*, Volume 1. Chapter 6 of this manual specifically deals with relocation expenses. Project staff evaluated the various components that make up the relocation estimate. Factors considered included moving costs, replacement housing payments, reestablishment expenses, and housing of last resort. Some relocation payments may consist of moving costs only. Other relocation expenses may be considerably higher, especially housing of last resort.

Similar to Section 1.2.2.1, structures (improvements) located within an alternatives' footprint dimensions were considered necessary for right of way acquisition. If the primary improvement of a residence, business, non-profit, or farm is located within the ROW or if access is removed and cannot be restored, it is considered displaced and the occupant is provided relocation assistance. Conversely, if only a minor improvement, but not the main structure is located within the ROW, it is calculated as a damage cost and not considered a displacement.

Residential parcels include both single-family dwelling units and multi-family dwelling units and may include more than one unit per parcel. Staff estimated the number of dwelling units for each displaced parcel using aerial photography and field review. For the purposes of this analysis, each residential unit is assumed to contain one household. In this study, all mobile homes were classified as single-family residential units (i.e. real estate) regardless of its foundation type and landscaping. As mobile homes have special legal and physical characteristics as opposed to conventional housing types, specific policy adjustments and methods will be determined during final right of way acquisition. Residential characteristics were determined based on analysis of aerial photography, field review, 2000 Census data, and discussions with local planners.

Business and farm characteristics were based on aerial photography, field review, 2003 Virginia Employment Commission (VEC) data, and discussions with local planners. Nonprofit characteristics were determined based on aerial photography, field review, and discussions with local planners. Examples of nonprofit organizations include schools, fire departments, post offices, churches, and civic buildings. Direct contact was not made with potentially displaced residents, business owners, non-profit organizations, or farm owners.

Factors such as population per household, minority status, owner/renter status, number of employees, number of members, and income levels were estimated through secondary sources such as 2000 Census data, VEC data, and field review to gauge the range and level of relocation assistance required. Relocation cost assumptions are as follows:

- \$35,000 relocation expense for each owner occupied residence
- \$10,000 for renter occupied residence
- \$50,000 relocation expense for each small business (less than 500 employees), non-profit organization, or farm.
- \$2,200 per grave for re-interment.

1.2.2.3 Utility Relocation Costs Assumptions

Utility costs were estimated as a percentage of the construction cost estimate using VDOT's Transportation Planning and Mobility Division (TPMD) cost estimating methodology. Based on this methodology, it is not reasonable to disaggregate utility relocation costs below the corridor level. Utility relocation costs include basic utilities such as telephone, water, natural gas distribution, and electric power distribution.

Utilities relocation costs were based on a percentage of total construction costs taking into account whether the alternative was an upgrade of an existing road or on new location. As CBA 2 primarily requires the upgrading of existing Route 460, utility relocation costs were assumed to be 20 percent of total construction costs. While CBA 1 and 3 are new construction in primarily rural areas, utility relocation costs were assumed to be 7 percent of total construction costs.

1.2.3 Relocation Assumptions

Due to the preliminary nature of the study, individual households and businesses were not contacted regarding potential displacements; therefore, it was not feasible to determine the specific relocation needs of each potential displacement. Secondary data sources were used, however, to identify general characteristics of the displaced residents and businesses to better address relocation needs. For residential displacements, these characteristics include ownership status, income, minority, and age and were estimated by assuming the characteristics of the 2000 Census block or block group within which the displaced parcel falls.

These characteristics were also identified pursuant to Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations," and Title VI of the Civil Rights Restoration Act of 1987 to prevent discrimination. Minority groups have been identified in this report as all persons other than Non-Hispanic Whites. The U.S. Department of Transportation defines low-income groups as people "whose household income is below the Department of Health and Human Services (HHS) poverty guidelines." In 2000, the poverty guideline for a family of four in the 48 contiguous states and D.C. was \$17,050, while in 2004 the poverty guideline was \$18,850 (HHS, 2004). Estimated numbers of households or persons at or below the *poverty guidelines* are not readily available from the 2000 Census or other federal data sources at an appropriate geographic level for this analysis. However, the Census poverty threshold is a comparable and readily obtainable basis for analysis comparable to the HHS poverty guidelines, and as such, is used in this analysis. Therefore, 2000 Census block group level data were used to estimate the number of low-income persons displaced by each alternative. Additionally, the median household income was estimated for residential displacements and was provided to compare relative income levels. This was estimated by taking the weighted average of the median household income of the block group for each displaced household. A detailed environmental justice analysis is found in the Socioeconomic Technical Report.

Secondary data sources and field review were used to assess the relocation needs of businesses, non-profit organizations, and farms. Aerial photography analysis, field review, and 2003 VEC data provided the name of the establishment and the estimated number of employees. Project staff interviewed local planners to determine if the business or non-profit facility was minority-owned/operated or primarily comprised of minority members.

The local real estate multi-list service (MLS) was reviewed to determine the availability of decent, safe, and sanitary replacement housing throughout the region. The characteristics of housing posted for sale on the MLS was compared to needs of households and individuals potentially displaced by the alternatives. Characteristics include price relative to income levels, tenure, and any special needs associated with age or disability. Four listing services (Realtor.com and the real estate classified ads in the Virginia Pilot, Suffolk News Herald, and Progress-Index (Petersburg)) were reviewed for potential relocation options. Seven zip codes cover the study area and zip code based searches, instead of county-level searches, helped to focus in on relocation options along the project corridor. Since the MLS provides a snapshot of available housing and cost at one point in time, this search was completed twice during the study process to ensure a representative sample. The average relocation cost allocation is sufficient to cover any incidental costs that may be incurred in the provision of adequate replacement housing. In addition to the MLS, local planners and economic development representatives identified potential relocation options for business and nonprofit displacements.

1.2.4 Tax Base Assumptions

The effect of removing privately held property out of the local tax base was addressed for each locality. The impact to each locality was determined based on the tax levied in the 2003 real estate assessment. For a total take, it is assumed that the locality would no longer receive the property tax revenue. For a partial take, it is assumed that the locality would no longer receive a portion of that tax. The tax loss for partial takes is based on the tax rate per acre and the number of acres acquired. The 2003 tax rates are presented in Table 1.2-1. The loss of tax revenue for each segment of an alternative was added to determine the fiscal impact of tax losses for the city or county.

Table 1.2-1
2003 TAX RATES ASSUMED FOR PROPERTY TAX BASE IMPACTS

Locality	Tax Rate Assumed per \$100
Isle of Wight County	\$0.75
Prince George County	\$0.90
Southampton County	\$0.65
Surry County	\$0.80
Sussex County	\$0.65
City of Suffolk	\$1.08 ¹

¹Suffolk includes three separate districts with additional taxes, but the totals are no higher than \$1.25
Source: Virginia Department of Taxation, 2003

2.0 AFFECTED ENVIRONMENT AND DISPLACEMENT IMPACTS

2.1 NO-BUILD AND TSM ALTERNATIVES

For these alternatives, there would be no construction beyond the scheduled roadway maintenance. Therefore, no additional property would be taken. The No-Build and TSM Alternatives would not result in any displacements and the right of way and relocation cost is \$0.

2.2 BUILD ALTERNATIVES

2.2.1 Summary of Displacements and Relocation Options for CBAs

Table 2.2-1 and Table 2.2-2 summarize the residential displacement impacts of the three CBAs. CBA 2 would displace the greatest number of households 187 Planning Corridor (58 Design Corridor). CBA 3 would displace the fewest households, with only 51 Planning Corridor (32 Design Corridor). With regard to the characteristics of potential residential displacements, the three CBA would displace a similar proportion of owner-occupied and renter-occupied households, with CBA 3 having the greatest majority of owner occupied units at 84 percent Planning Corridor (81 percent Design Corridor). CBA 2 would displace the highest percentage of elderly and minority residents, while CBA 3 would displace the lowest percentage. All three CBAs would displace a similar proportion of low-income residents.

Table 2.2-3 summarizes the business, non-profit, and farm displacement impacts of the three CBAs. CBA 2 would displace the greatest number of businesses, 32 Planning Corridor (16 Design Corridor) and an estimated 255 Planning Corridor (95 Design Corridor) jobs. Comparatively, CBA 3 would not displace any businesses or jobs. CBA 2 would displace 9 Planning Corridor (5 Design Corridor) non-profits, the most of any CBA, while CBA 3 would displace the least number of non-profits with 1. CBA 3 would displace the greatest number of farms, with 9 Planning Corridor (6 Design Corridor) displacements, while CBA 1 would displace the least number of farms with 6 Planning Corridor (0 Design Corridor) displacements. Figure 2.2-1, Figure 2.2-2, and Figure 2.2-3 illustrate the location and concentration of potential residential, commercial, non-profit, and farm displacements.

**Table 2.2-1
HOUSEHOLD DISPLACEMENT SUMMARY FOR THE BUILD ALTERNATIVES**

Build Alternative		Household Displacements				
		Total #	Owner Occupied		Renter Occupied	
			#	%	#	%
CBA 1	Planning Corridor	89	75	84%	14	16%
	Design Corridor	53	45	85%	8	15%
CBA 2	Planning Corridor	187	147	79%	40	21%
	Design Corridor	58	47	81%	11	19%
CBA 3	Planning Corridor	51	43	84%	8	16%
	Design Corridor	32	26	81%	6	19%

Source: Michael Baker, Jr., February 2005

**Table 2.2-2
RESIDENTIAL DISPLACEMENT SUMMARY FOR THE BUILD ALTERNATIVES**

Characteristics of Displaced Residents								
Build Alternative		Total Displaced Residents	Elderly		Minority		Low-Income	
			#	%	#	%	#	%
CBA 1	Planning Corridor	220	28	13%	76	35	20	9%
	Design Corridor	130	18	14%	50	38	13	10%
CBA 2	Planning Corridor	464	83	18%	244	53	47	10%
	Design Corridor	136	31	23%	65	48	13	10%
CBA 3	Planning Corridor	132	17	13%	36	27	13	10%
	Design Corridor	85	11	13%	25	29	9	11%

Source: Michael Baker, Jr., February 2005

**Table 2.2-3
BUSINESS, NON-PROFIT AND FARM DISPLACEMENT FOR THE BUILD ALTERNATIVES**

Build Alternative		Businesses		Non-Profits		Farms
		Businesses Displaced	Employees Displaced	Total Non-Profit Organizations Displaced	No. with Predominately Minority Membership	Total Farms Displaced
CBA 1	Planning Corridor	5	40	1	1	6
	Design Corridor	1	10	1	1	0
CBA 2	Planning Corridor	32	255	7	2	7
	Design Corridor	16	95	4	1	5
CBA 3	Planning Corridor	0	-	1	0	9
	Design Corridor	0	-	1	0	6

Source: Michael Baker, Jr., February 2005

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. VDOT will provide equitable treatment for those persons, businesses, non-profits, and farms displaced by this project. Relocation resources are available to all displaced persons, businesses, non-profits, and farms without discrimination. Interviews with local planners and field review indicated that ample relocation options for businesses, non-profits, and farms are available throughout the study area.

Design Corridor options were able to minimize displacements to a level that can be met by current supply based on a review of comparable housing in the classified adds of three local newspapers (Virginia Pilot, Suffolk News Herald, and Petersburg's Progress-Index), a MLS search of Realtor.com, and 2000 Census data. To determine the availability of suitable relocation opportunities for residential displacements within

each community, a local real estate review was conducted at a zip code level of geography (Table 2.2-4 and Table 2.2-5). Table 2.2-5 provides the supply of replacement housing within the seven zip code areas assessed. This analysis concludes that of the communities with displacements, Ivor, Zuni, and Windsor have the least amount of available replacement housing compared to the number of displacements. Residents displaced in these communities may have to look for replacement housing beyond their current community or may have to build a new home.

In addition to relocation housing identified on the MLS search, some residents may have the option to relocate/rebuild on the remainder of their parcel. This option would be on a case-by-case basis and is determined by parcel size and local land use regulations. Representatives of Prince George County indicated that this would provide additional relocation additional options, especially for low to moderate-income level households.

As noted by local representatives, housing costs are rising throughout the study area. Homes listed for sale in the Waverly, Wakefield, and Ivor zip codes provided the most affordable housing options. Average home prices ranged from \$113,000 – \$150,000 in these three zip codes. Comparatively, the average price in the other four zip codes was over \$197,000. Relocation options for low and moderate-income level households would be more limited in these areas due to rising housing costs.

VDOT guarantees that no displaced persons would be required to move until a comparable replacement dwelling is made available within their financial means. If comparable housing is not available, or existing housing does not meet special needs, or the cost exceeds the benefit limit, VDOT is authorized to take a broad range of measures to make housing available. Between 8 percent and 11 percent of the residents displaced by the CBAs are considered low-income and would likely require additional measures to provide decent, safe, and sanitary replacement housing. These measures, which are beyond the normal relocation measures, are collectively called last resort housing (VDOT, 1999). Housing of last resort may include restoration of a rehabilitated dwelling, construction of an addition to a relocated dwelling, purchase of land and construction of a new replacement dwelling, a replacement housing payment in excess of the price differential, or a direct loan that would enable the displaced person to construct or contract the construction of a replacement dwelling.

**Table 2.2-4
RESIDENTIAL DISPLACEMENTS BY ZIP CODE**

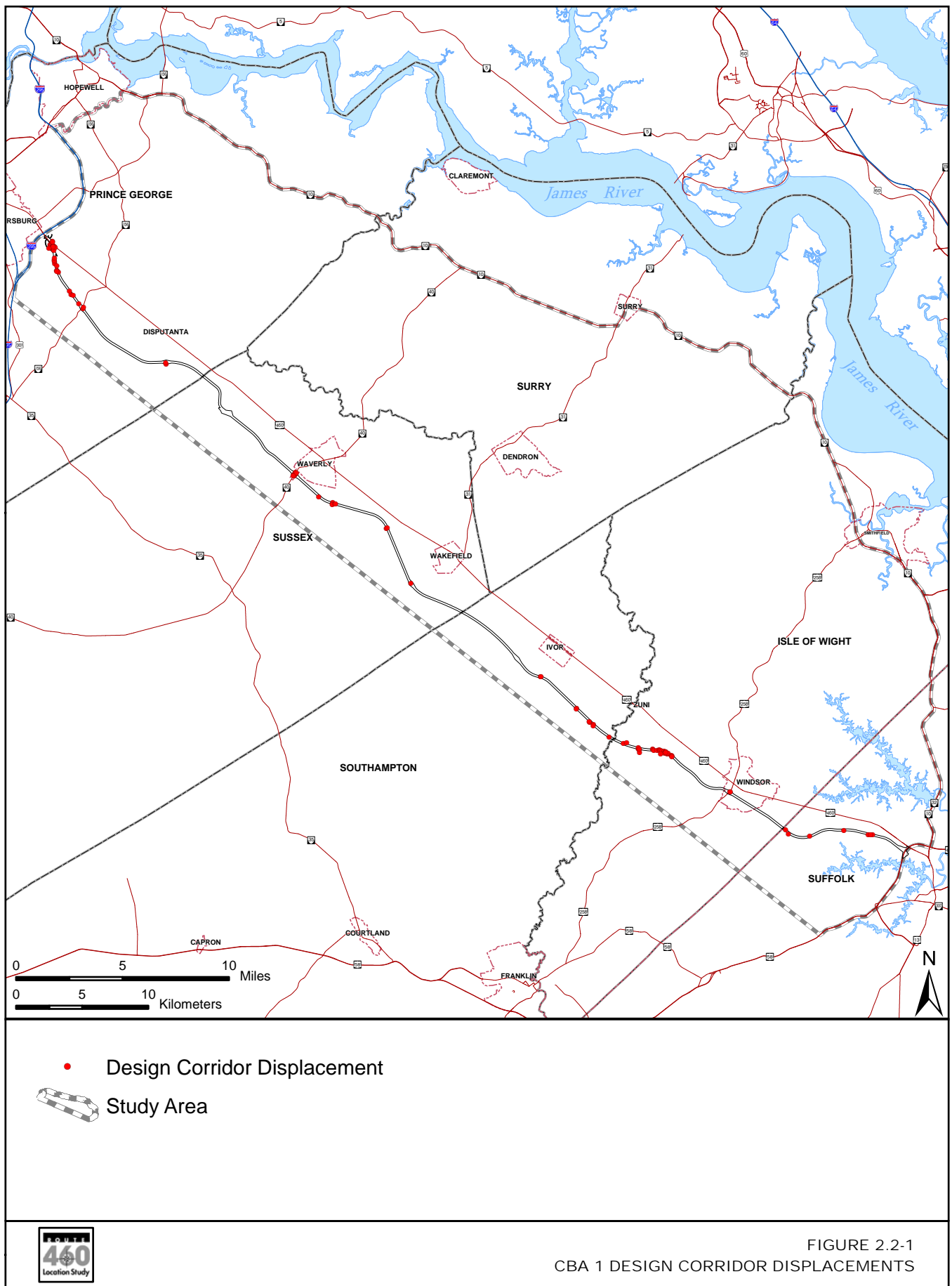
Zip Code	Post Office Name	CBA1		CBA2		CBA3	
		Planning Corridor	Design Corridor	Planning Corridor	Design Corridor	Planning Corridor	Design Corridor
23842	Disputanta	29	16	57	9	13	8
23890	Waverly	17	13	7	3	1	1
23888	Wakefield	3	2	22	4	9	6
23866	Ivor	2	0	46	12	3	3
23898	Zuni	29	16	14	5	5	2
23487	Windsor	2	2	32	19	11	6
23434	Suffolk	7	4	9	6	9	6
Totals		89	53	187	58	51	32

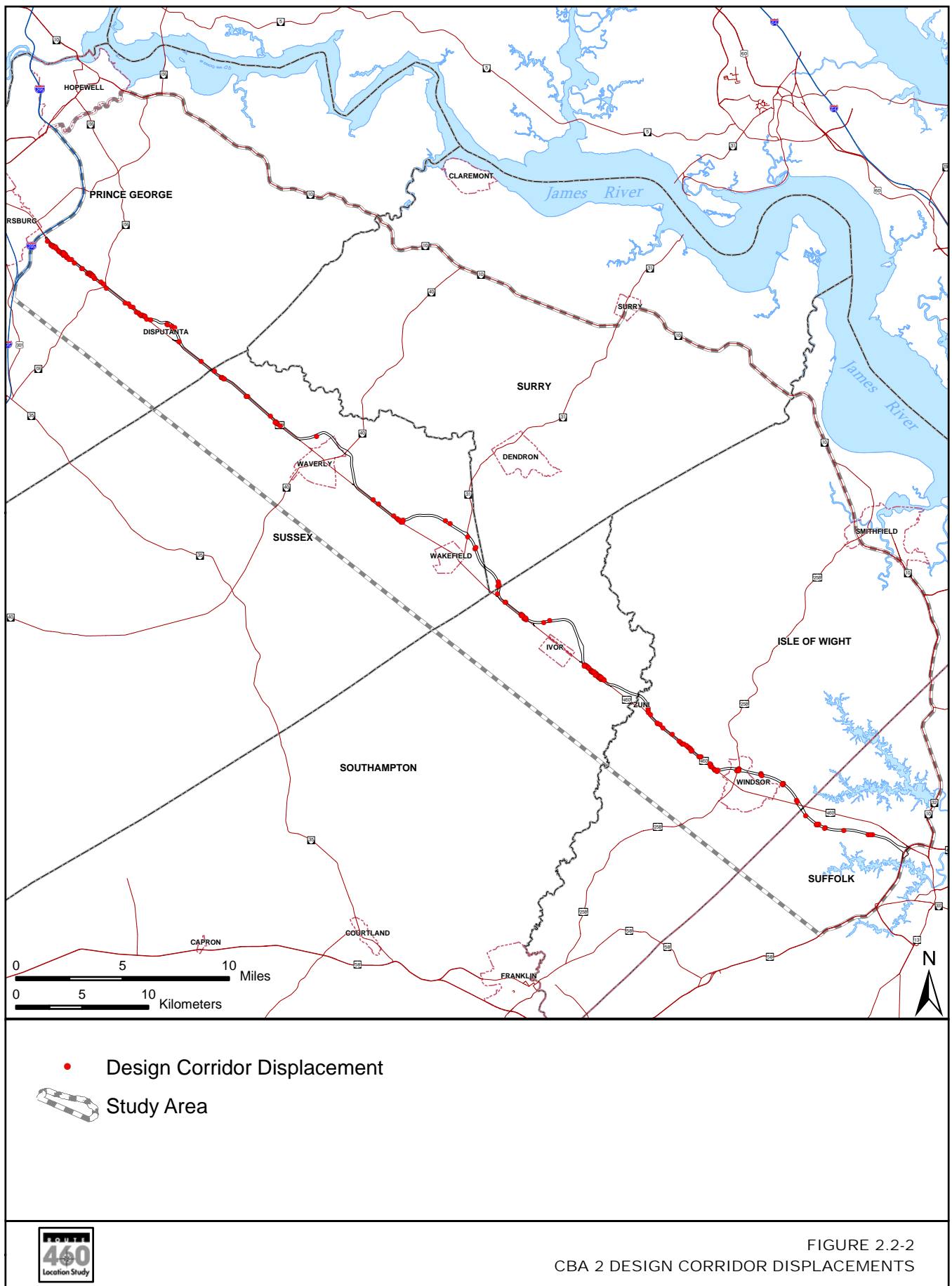
Source: Michael Baker, Jr., February 2005

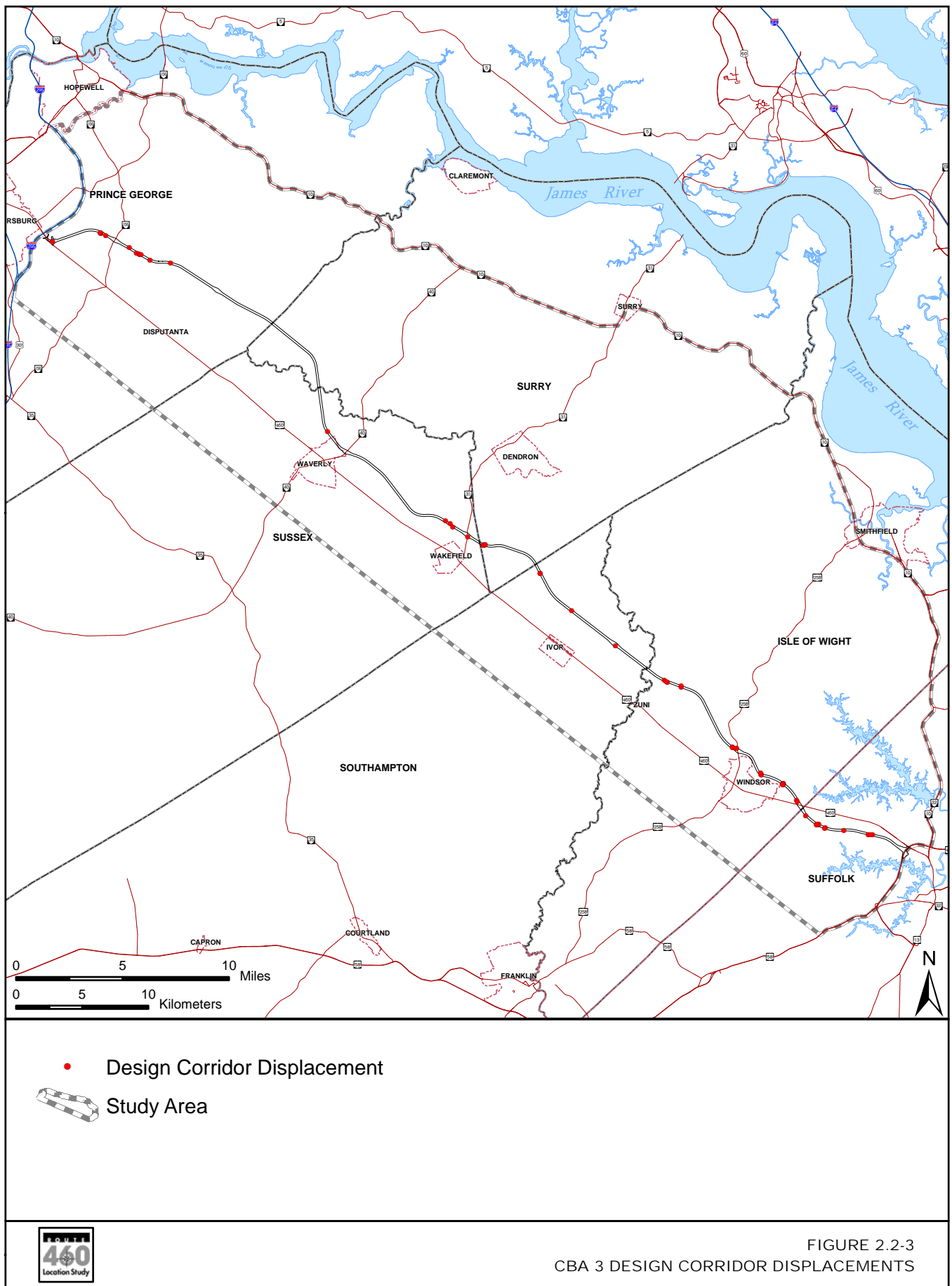
**Table 2.2-5
RESIDENTIAL RELOCATION OPTIONS BY ZIP CODE**

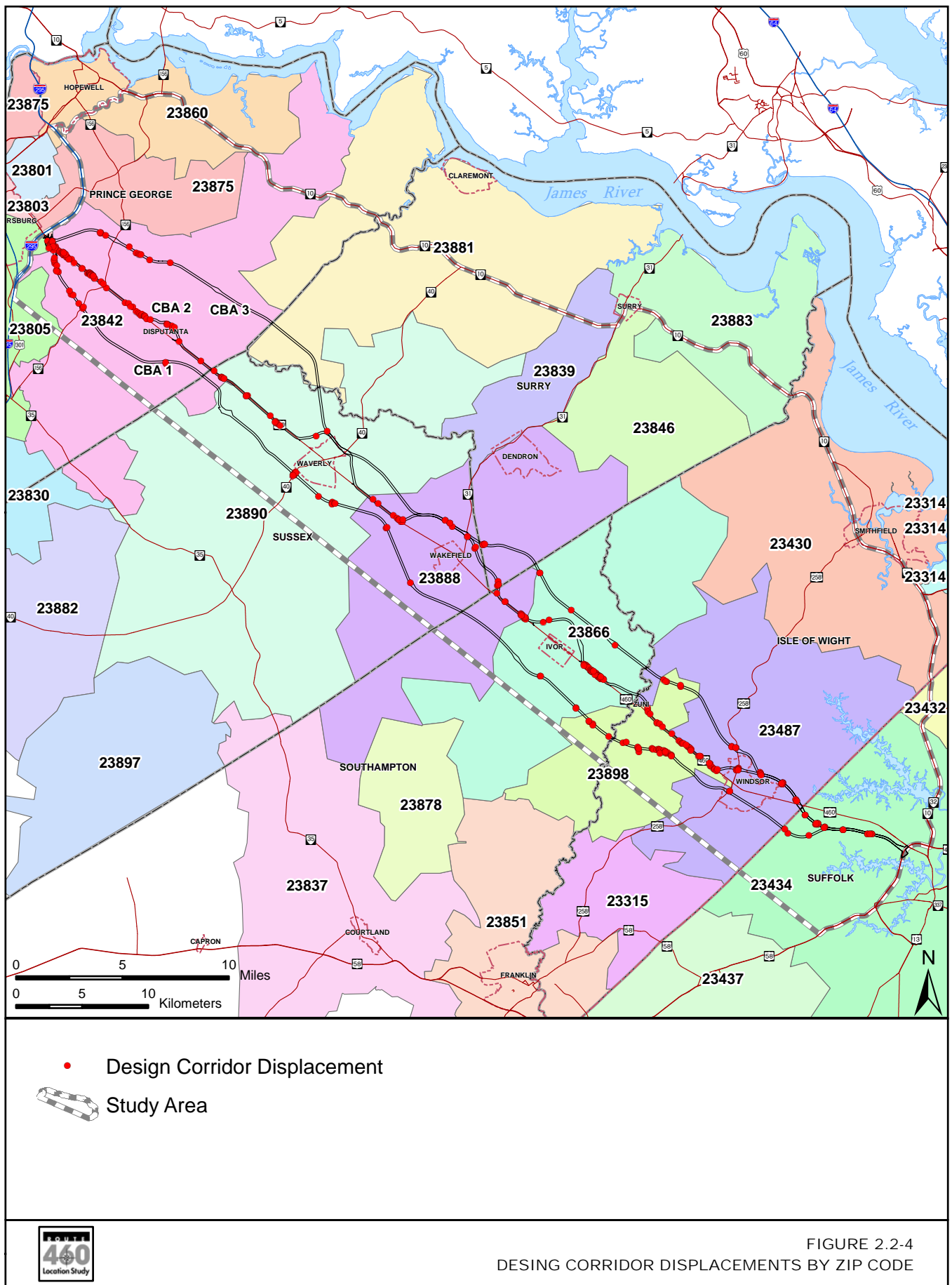
Zip Code	Post Office Name	Realtor.com		Virginia Pilot		2000 Census	
		Total Homes For Sale		Total Homes For Sale		For Sale	For Rent
		5/28/04	1/14/05	5/28/04	1/14/05		
23842	Disputanta	35	31	-	-	10	12
23890	Waverly	10	3	-	-	20	25
23888	Wakefield	3	0	5	2	20	16
23866	Ivor	1	0	8	3	7	11
23898	Zuni	0	4	5	7	5	13
23487	Windsor	1	1	2	1	24	57
23434	Suffolk	23	40	-	-	200	357
Totals		73	79	20	13	286	491

Source: Realtor.com, Virginia Pilot, US Census, 2000 Census









2.2.2 Summary of Right of Way Costs for the CBAs

Table 2.2-6 summarizes the right-of-way costs of the CBAs. CBA 2 would have the greatest number of impacts at the Planning Corridor, affecting 641 parcels. At the Design Corridor, CBA 1 would have the greatest number of impacts, affecting 409 parcels. CBA 2, however, would have the highest cost (\$213,533,153 Planning Corridor / \$179,538,606 Design Corridor), owing mostly to its high utility relocation costs. CBA 3 would affect the least number of parcels (341 Planning Corridor / 299 Design Corridor) and would have the lowest total cost (\$82,139,064 Planning Corridor / \$73,287,271 Design Corridor).

Table 2.2-6
RIGHT OF WAY COST SUMMARY FOR THE BUILD ALTERNATIVES

Build Alternative		Parcels Affected	Land and Improvement Cost	Other Costs						Total
			Estimated Fair Market Value of Land & Improvements	Administrative Costs	Hazardous Materials Costs	Damages	Condemnation	Relocations	Utilities	Total ROW & Relocation Costs
CBA 1	Planning Corridor	1,145	21,225,864	6,870,000	139,980	4,721,791	5,306,466	3,365,000	52,850,000	\$94,479,100
	Design Corridor	409	12,169,260	2,454,000	139,980	4,530,550	3,042,315	1,195,000	52,850,000	\$76,381,105
CBA 2	Planning Corridor	641	37,345,091	3,846,000	240,135	9,952,454	9,336,273	7,763,200	145,000,000	\$213,483,153
	Design Corridor	405	13,957,166	2,430,000	240,135	11,457,614	3,489,291	2,964,400	145,000,000	\$179,538,606
CBA 3	Planning Corridor	341	14,442,618	2,046,000	0	3,494,792	3,610,654	2,085,000	56,910,000	\$82,589,064
	Design Corridor	299	8,319,217	1,794,000	0	3,164,250	2,079,804	1,320,000	56,910,000	\$73,587,271

Source: Michael Baker, Jr., February 2005

2.2.3 Summary of Property Tax Revenue Impacts of the CBAs

Table 2.2-7 summarizes the fiscal impact of potential property tax revenue losses of the CBAs. CBA 2 would have the greatest fiscal impact at a loss of \$241,761 Planning Corridor (\$92,414 Design Corridor). CBA 3 would have the least fiscal impact (\$99,601 Planning Corridor / \$57,430 Design Corridor). Table 2.2-8 summarizes the fiscal impact for each alternative by jurisdiction. As a percentage of total impact, Prince George County would sustain the greatest fiscal impact under alternatives CBA 1 and CBA 2 with 38 percent Planning Corridor (41 percent Design Corridor) and 40 percent Planning Corridor (35 percent Design Corridor), respectively. Under CBA 3, the City of Suffolk would sustain the greatest fiscal impact at 33 percent Planning Corridor (31 percent Design Corridor). Surry County experiences the least fiscal impact under all the alternatives, though under CBA 3, it is tied at 5 percent with Southampton County.

Table 2.2-7
SUMMARY OF PROPERTY TAX REVENUE IMPACTS FOR THE BUILD ALTERNATIVE

Build Alternative		Total Assessed Value of Land & Improvements Acquired	Total Fiscal Impact
CBA 1	Planning Corridor	\$16,980,691	\$141,426
	Design Corridor	\$9,735,408	\$80,695
CBA 2	Planning Corridor	\$29,876,073	\$241,761
	Design Corridor	\$11,165,732	\$92,414
CBA 3	Planning Corridor	\$11,554,094	\$99,601
	Design Corridor	\$6,655,374	\$57,430

Source: Michael Baker, Jr., February 2005

Table 2.2-8
PROPERTY TAX REVENUE IMPACTS BY JURISDICTION FOR THE BUILD ALTERNATIVES

Build Alternative		Locality	Total Assessed Value of Land & Improvements Acquired	Tax Rate	Total Fiscal Impact
CBA 1	Planning Corridor	Isle of Wight	\$4,833,697	\$0.75	\$36,253
		Prince George	\$5,988,254	\$0.90	\$53,894
		Southampton	\$1,236,920	\$0.65	\$8,040
		Suffolk	\$2,615,569	\$1.08	\$28,248
		Surry	\$0	\$0.80	\$0
		Sussex	\$2,306,252	\$0.65	\$14,991
		Total	\$16,980,691	-	\$141,426
	Design Corridor	Isle of Wight	\$3,065,737	\$0.75	\$22,993
		Prince George	\$3,640,195	\$0.90	\$32,762
		Southampton	\$401,174	\$0.65	\$2,608
		Suffolk	\$1,220,581	\$1.08	\$13,182
		Surry	\$0	\$0.80	\$0
		Sussex	\$1,407,722	\$0.65	\$9,150
		Total	\$9,735,408	-	\$80,695
CBA 2	Planning Corridor	Isle of Wight	\$7,063,122	\$0.75	\$52,973
		Prince George	\$10,682,802	\$0.90	\$96,145
		Southampton	\$4,071,882	\$0.65	\$26,467
		Suffolk	\$3,077,703	\$1.08	\$33,239
		Surry	\$375,028	\$0.80	\$3,000
		Sussex	\$4,605,534	\$0.65	\$29,936
		Total	\$29,876,073	-	\$241,761
	Design Corridor	Isle of Wight	\$3,591,032	\$0.75	\$26,933
		Prince George	\$3,588,240	\$0.90	\$32,294
		Southampton	\$1,154,218	\$0.65	\$7,502
		Suffolk	\$1,672,532	\$1.08	\$18,063
		Surry	\$55,597	\$0.80	\$445
		Sussex	\$1,104,113	\$0.65	\$7,177
		Total	\$11,165,732	-	\$92,414
CBA 3	Planning Corridor	Isle of Wight	\$3,026,542	\$0.75	\$22,699
		Prince George	\$2,929,812	\$0.90	\$26,368
		Southampton	\$711,845	\$0.65	\$4,627
		Suffolk	\$3,079,353	\$1.08	\$33,257
		Surry	\$604,705	\$0.80	\$4,838
		Sussex	\$1,201,837	\$0.65	\$7,812
		Total	\$11,554,094	-	\$99,601
	Design Corridor	Isle of Wight	\$1,746,737	\$0.75	\$13,101
		Prince George	\$1,885,711	\$0.90	\$16,971
		Southampton	\$465,108	\$0.65	\$3,023
		Suffolk	\$1,672,532	\$1.08	\$18,063
		Surry	\$344,474	\$0.80	\$2,756
		Sussex	\$540,812	\$0.65	\$3,515
		Total	\$6,655,374	-	\$57,430

Source: Michael Baker, Jr., February 2005

References

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